

Fall 2003

Alaskan Way Viaduct and Seawall Replacement Project

Did You Know?

- The viaduct carries 110,000 vehicles per day even though it was designed to only carry 65,000 per day.
- The gribbles eating away at Seattle's seawall have 4 mouths and 7 pairs of legs.
- Enough traffic to fill two freeway lanes in each direction per day would be forced onto I-5, I-405 and streets in Seattle if the viaduct and seawall were to fail.
- The Port of Seattle estimates that another large earthquake will cost the seaport over $2.5 million in losses per month, largely due to severe highway damage.

Replacing the 50-year old Alaskan Way Viaduct and 69-year old waterfront seawall is a critical need for the entire state and region. Thousands of ferry riders, business owners, employees, and tourists walk along the waterfront every day.

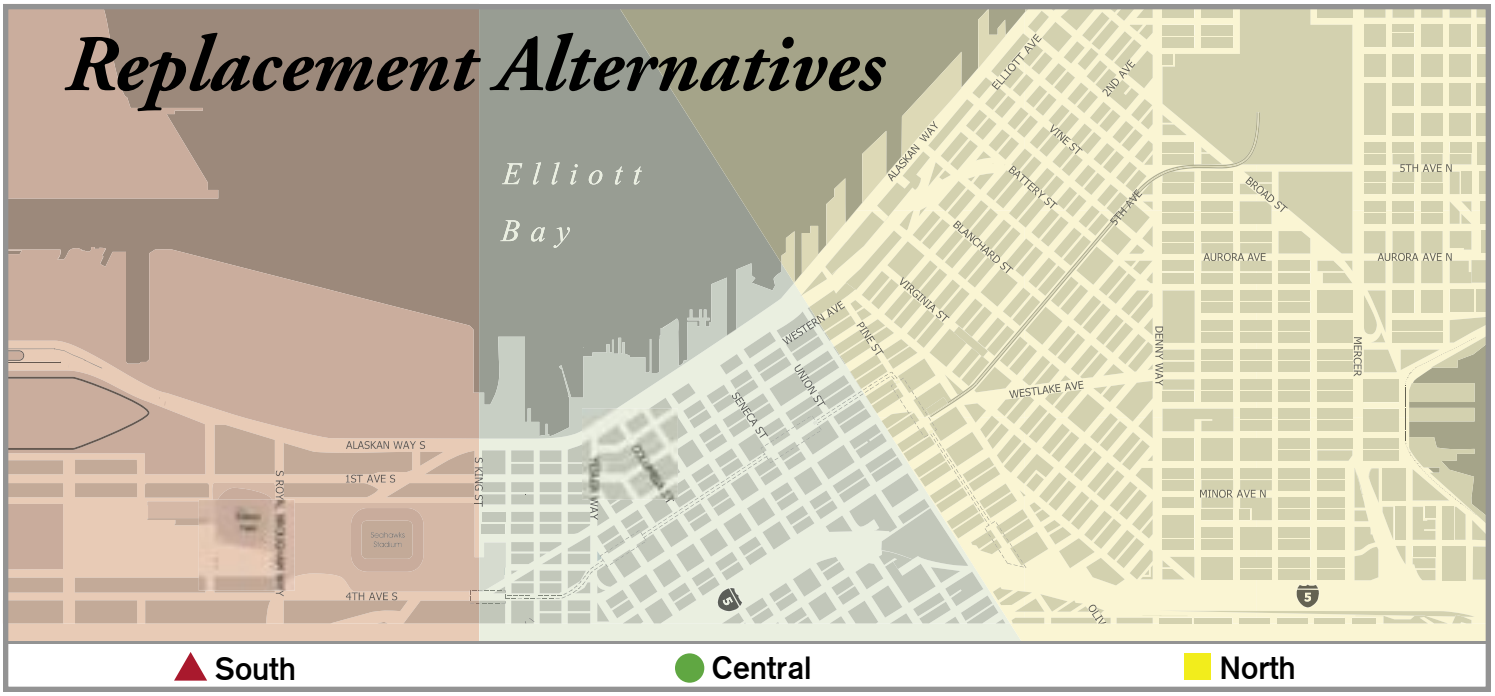
If the viaduct and seawall are damaged beyond repair in the next earthquake, traffic will become worse, freight will have to find different routes, ferries will be unable to load and unload passengers, and businesses will have to move. The Washington State Department of Transportation and City of Seattle are moving forward to select a replacement alternative.

After considering over 75 concepts, five replacement alternatives in the central waterfront have been selected: Rebuild, Aerial, Tunnel, Bypass Tunnel and Surface. All five of these alternatives will be evaluated in the environmental review process.

The Washington State Department of Transportation and the City of Seattle are working to select and build a replacement option for both the viaduct and seawall. Inside this brochure is more information about the alternatives being considered.

Washington State Department of Transportation
U.S. Department of Transportation Federal Highway Administration
City of Seattle

Replacement Alternatives



Rebuild Alternative

Features

- Surface from Holgate St. to King St.
- Rebuild from King St. to Pike St.
- Retrofit from Pike St. to Battery Street Tunnel
- Rebuild independent seawall from King St. to Myrtle Edwards Park

Daily Traffic

Number of Vehicles	**2002**	**2030**
Using SR 99	102,000	133,000
Using Alaskan Way	9,000	10,000
Average Travel Times	**2002**	**2030**
Aurora Bridge to Spokane St.	8 min	9 min
Downtown Seattle to Spokane St.	8 min	10 min
Ballard Bridge to SODO	14 min	15 min
Downtown Seattle to Aurora Bridge	13 min	13 min

Cost Range

$3.2 to $3.5 billion

Construction Duration

6 to 8 years

Aerial Alternative

Features

- Replace aerial from Holgate St. to Battery Street Tunnel
- Rebuild independent seawall from Washington St. to Myrtle Edwards Park
- Upgrade Battery Street Tunnel for fire/life safety
- Build widened Mercer St. underpass

Daily Traffic

Number of Vehicles	**2002**	**2030**
Using SR 99	102,000	129,000
Using Alaskan Way	9,000	10,000
Average Travel Times	**2002**	**2030**
Aurora Bridge to Spokane St.	8 min	8 min
Downtown Seattle to Spokane St.	8 min	9 min
Ballard Bridge to SODO	14 min	15 min
Downtown Seattle to Aurora Bridge	13 min	13 min

Cost Range

$3.2 to $3.5 billion

Construction Duration

9 to 11 years

Tunnel Alternative

Features
Surface from Holgate St. to King St.
Tunnel from King St. to Pike St.
Aerial from Pike St. to Battery Street Tunnel
Upgrade Battery Street Tunnel for fire/life safety
Rebuild seawall from Virginia St. to Myrtle Edwards Park
Build widened Mercer St. underpass

Daily Traffic		
Number of Vehicles	**2002**	**2030**
Using SR 99	102,000	122,000
Using Alaskan Way	9,000	21,000
Average Travel Times	**2002**	**2030**
Aurora Bridge to Spokane St.	8 min	8 min
Downtown Seattle to Spokane St.	8 min	9 min
Ballard Bridge to SODO	14 min	15 min
Downtown Seattle to Aurora Bridge	13 min	13 min

Cost Range
$3.8 to $4.1 billion
Construction Duration
7 to 9 years

Bypass Tunnel Alternative

Features
Surface from Holgate St. to King St.
Bypass tunnel from King St. to Pike St.
Aerial from Pike St. to Battery Street Tunnel
Upgrade Battery Street Tunnel for fire/life safety
Rebuild seawall from Virginia St. to Myrtle Edwards Park
Build widened Mercer St. underpass

Daily Traffic		
Number of Vehicles	**2002**	**2030**
Using SR 99	102,000	90,000
Using Alaskan Way	9,000	48,000
Average Travel Times	**2002**	**2030**
Aurora Bridge to Spokane St.	8 min	11 min
Downtown Seattle to Spokane St.	8 min	10 min
Ballard Bridge to SODO	14 min	20 min
Downtown Seattle to Aurora Bridge	13 min	14 min

Cost Range
$3.1 to $3.4 billion
Construction Duration
6 to 8 years

Surface Alternative

Features
Surface from Holgate St. to Pike St.
Aerial from Pike St. to Battery Street Tunnel
Upgrade Battery Street Tunnel for fire/life safety
Rebuild seawall from Washington St. to Myrtle Edwards Park
Build widened Mercer St. underpass

Daily Traffic		
Number of Vehicles	**2002**	**2030**
Using SR 99	102,000	N/A
Using Alaskan Way	9,000	74,000
Average Travel Times	**2002**	**2030**
Aurora Bridge to Spokane St.	8 min	23 min
Downtown Seattle to Spokane St.	8 min	15 min
Ballard Bridge to SODO	14 min	24 min
Downtown Seattle to Aurora Bridge	13 min	15 min

Cost Range
$2.5 to $2.8 billion
Construction Duration
6 to 8 years

Funding

Many sources are providing funding for the design of viaduct and seawall replacement alternatives. The 2003 Washington State Legislature passed a nickel-funding package, which secured $177 million for this project. This funding means project development can be completed and some early construction work can begin. Additional funding will be needed to begin major construction.

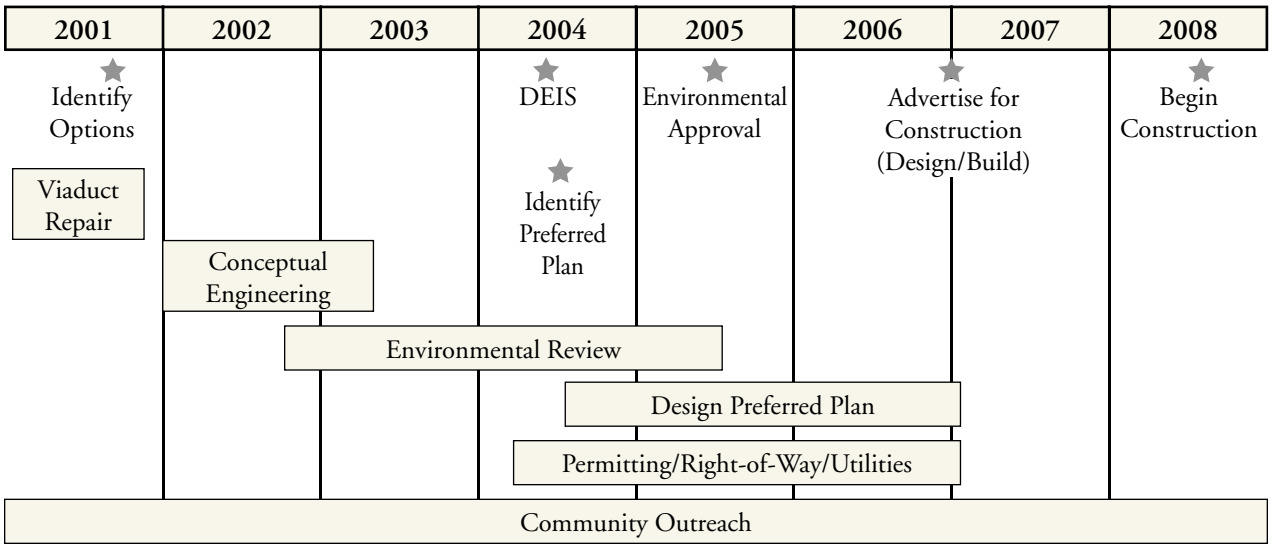
Through 2002, project funding came from state funds ($20 million), a state grant to the City of Seattle for the seawall ($500,000) and a federal budget authorization ($3.8 million). Since January 2003, new funding has been secured from the state nickel package ($177 million), City of Seattle ($5 million), Puget Sound Regional Council ($1.2 million), federal 2003 earmark ($2 million), and the U.S. Army Corps of Engineers ($100,000).

Funding a project of this size, no matter which alternative is chosen, is going to require assistance from the local, state and federal levels. The City of Seattle and the Washington State Department of Transportation will continue to develop a funding package that is realistic and will offer the best opportunity for the city, state and region.

Progress Toward Construction

WSDOT and the City are moving toward constructing a replacement for the viaduct and seawall as soon as possible. The schedule below highlights the major milestones if funding becomes available.

Project Schedule



For More Information

- **Visit the website at www.wsdot.wa.gov/projects/viaduct**
- **Call the hotline at 206-269-4421**
- **Send an e-mail to viaduct@wsdot.wa.gov**
- **Send a letter to: Alaskan Way Viaduct and Seawall Replacement Project**
  c/o Washington State Department of Transportation
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  Seattle, WA 98104